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ABSTRACT

The report catalogs strengths, defines problems, and establishes goals for the next two decades for rural New York in the area of transportation. Describing where rural New York is today, section one lists 12 trends, 8 strengths, and 16 weaknesses affecting transporation. Trends include increased rural population inflow and demands on local planners, switch in road emphasis from building to maintenance, and growth of regional transportation hubs and markets. Strengths include extensive road networks, rail lines, waterways, ports, airports, and terminal facilities; responsive maintenance forces; and accountable systems of local government. Problems include overdevelopment, use of obsolete technologies, inappropriate funding mechanisms, and absence of rural input in decision making. Section two presents 13 goals, including training local officials to make wise use of transportation funds, making railroads profitable, enforcing weight limits, and encouraging use of inland water systems. Section three outlines public policy questions including incompatibility of federal, state, and local regulations and replacement of disappearing federal transportation funds. A summary statement, list of workshop participants, and appended data showing cost of road neglect, means of transportation and travel time to work, and vehicles per household complete the report. (NEC)

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RURAL TRANSPORTATION IN NEW YORK STATE:
A PRELIMINARY REPORT

NEW YORK STATE LEGISLATIVE COMMISSION ON RURAL RESOURCES

SENATOR CHARLES D. COOK, CHAIRMAN

U.S. DEPARTMENT OF EDUCATION
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RURAL FUTURES

LEGISLATIVE COMMISSION ON RURAL RESOURCES
STATE OF NEW YORK
(518) 455-2544

The Commission on Rural Resources was established by Chapter 428 of the Laws of 1982, and began its work February, 1983. A bipartisan Commission, its primary purpose is to promote a state-level focus and avenue for rural affairs policy and program development in New York State.

The Commission provides state lawmakers with a unique capability and perspective from which to anticipate and approach large-scale problems and opportunities in the state's rural areas. In addition, legislators who live in rural New York are in the minority and look to the Commission for assistance in fulfilling their responsibilities to constituents.

The Commission seeks to amplify the efforts of others who are interested in such policy areas as agriculture; business, economic development, and employment; education; government and management; environment, land use, and natural resources; transportation; housing, community facilities, and renewal; human relations and community life; and health care. It seeks to support lawmakers' efforts to preserve and enhance the state's vital rural resources through positive, decisive action.

In order to obtain a clearer picture of key problems and opportunities, the Commission invited people to informal discussions at a Statewide Rural Development Symposium, held October 5-7, 1983. It was the first such effort of its kind in the state and nation. Workshop participants undertook in-depth examinations of key policy areas the Commission believed were critical to the state's future rural development.

Symposium participants focused their discussions on ends, not means. In short, the objective was to identify key trends, strengths, weaknesses, goals, and opportunities for advancement; not to present solutions. Once a clearer picture of these findings is drawn, the next step will be to identify and propose the required, and hopefully innovative, recommendations. This task will be the subject of a second, follow-up symposium. Another unique feature of the first symposium was the opportunity it provided participants to share their thinking with colleagues from throughout the state over a three-day period of intensive dialogue.

The Commission is happy to announce that the objective of the Symposium was accomplished. Preliminary reports, based on the findings, are being issued as planned, in connection with a series of public hearings it is sponsoring across the state. The aim of these hearings is to obtain public commentary on the preliminary reports. Following these, a final symposium report will be prepared for submission to the Governor and the State Legislature. It will also serve as a resource report for the second statewide symposium on recommendations.

The Commission is comprised of five Assemblymen and five Senators with members appointed by the leader of each legislative branch. Senator Charles D. Cook (R.-Delaware, Sullivan, Greene, Schoharie, Ulster Counties) serves as Chairman. Assemblyman William L. Parment (D.-Chautauqua) is Vice Chairman and Senator L. Paul Kehoe (R.-Wayne, Ontario, Monroe) is Secretary. Members also include: Senator William T. Smith (R.-Steuben, Chemung, Schuyler, Yates, Senaca, Ontario); Senator Anthony M. Masiello (D.-Erie); Senator Thomas J. Bartosiewicz (D.-Kings); Assemblywoman Louise M. Slaughter (D.-Monroe, Wayne); Assemblyman Michael McNulty (D.-Albany, Rensselaer); Assemblyman John G.A. O'Neil (R.-St. Lawrence); and Assemblyman Richard Coombe (R.-Sullivan, Delaware, Chenango).

PREFACE

The Legislative Commission on Rural Resources publishes herein one of nine preliminary reports from the First Statewide Legislative Symposium on Rural Development held October 5-7, 1983. Not only was this effort a "first" for New York State, but for the nation as well.

The purpose of the Symposium, and the public hearings that will follow, is to catalog the strengths of Rural New York, to define its problems, and to establish goals for the next two decades. Neither the Symposium nor the hearings will deal with strategy to develop our resources, address our problems, or accomplish our goals. That will be the thrust of a later Commission effort.

For the moment, it is our purpose to foster as objectively and exhaustively as possible, an understanding of where we are and where we want to go.

The Symposium reports in each subject area encompass the oral and written findings of the respective workshops, along with responses given at the Commission hearing where the reports were presented to State legislators for comment and discussion. Incorporated into this preliminary report is subsequent comment from group participants on points they felt needed amplification. Also appended to the published product is basic resource material intended to clarify points made in the reports.

I wish to personally congratulate the Symposim participants on the very sound and scholarly documents they have produced. However, their work is only preliminary to the final product which will be issued by the Commission once the hearing process is complete.

Those who read this report are urgently invited to participate in the public hearings that will be held throughout rural New York, or to submit comments in writing to the Commission. Your support, disagreement or commentary on specific points contained in the Symposium report will have a strong influence on the final report of the Commission.

Please do your part in helping to define sound public policy for rural New York during the next two decades.

Senator Charles D. Cook

Chairman

Legislative Commission on Rural Resources

INTRODUCTION

Transportation is vital to the future development of rural New York. It enhances the economy, improves productivity, and provides personal access to essential human services. In addition, transportation has greatly influenced the pattern of rural development and settlement throughout New York State's history.

The current physical transportation network includes an extensive road network, rail lines, waterways, ports, airports, and terminal facilities. Present trends in telecommunication technology will complement, or possibly even compete with existing transportation modes. Conceivably, an increasing number of people will not need to travel as much as they do now in order to engage in certain business or personal activities. Energy costs still play a major role in the overall picture for transportation in rural areas, and should be considered in public policy decisions.

The future effectiveness of transportation in rural New York will hinge upon the ability and initiative of both the public and private sectors to develop avenues for the cost-effective delivery of goods and services, as well as an increased capacity for personal mobility. At present, the current road system built through a federal, state, and local government partnership, is the dominant force in rural transportation. It is expected that this will remain the primary mode for the near future.

The guarantee of mobility to rural residents is a major public policy question that requires further discussion. Symposium participants debated whether a minimum standard of mobility should be provided rural residents and the Commission seeks additional commentary on this question.

WHERE RURAL NEW YORK IS TODAY

Trends

- Increased population inflow.
- Increased demands on local planners.
- Switch in road emphasis from building to maintenance.
- Growth of regional transportation hubs.
- Deregulation and debate over possible re-regulation.
- Growth of regional markets.
- Increased size and weight of vehicles (farm equipment and motor carrier vehicles).
- Increase in piggyback usage out of urban hubs (currently, the extent of rural participation in this trend is unknown).
- Increased risk of liability to municipalities.
- Reduction in purchasing power of money for road maintenance.
- Growth of multi-modal approaches to providing transportation.
- Telecommunications as an aid to, but also competitor to transportation.

Strengths and Assets

- Well-developed road network.
- Responsive maintenance forces.
- Professional cadre at State Department of Transportation.
- Options provided by a multimodal network connecting urban and rural users: rail, water, air, as well as highways.
- Geographic advantage of location: east-west corridors; possibility of greater development of a north-south traffic flow.
- Land space which is already accessible through rural road systems.
- Service providers (reasonably good air service to rural areas or to urban hubs serving rural areas; well-developed motor carrier industry;

resurgence of Conrail through capital investment and new management approaches; availability of intercity bus; in some areas, a social service mobility network; regional rail carriers which have filled in to some extent, on Conrail abandonments).

- System of local government which can be held accountable for provision of service.

Weaknesses and Problem Areas

- Some aspects of the transportation infrastructure may be overdeveloped from the standpoint of shifting economic use, inability of local governments to maintain the asset, and lack of future potential.

  - Some very unused rural roads might well be left to be maintained by private interests;

  - Shifting industry needs leave certain rail lines unprofitable and subject to abandonment, unless community support is found;

  - Low usage of intercity buses may result in abandonments of service in some areas;

  - Declines in use of the more remote rural airports.

- Increasing needs among the transportation disadvantaged to get to social services, nutrition programs, and special education. Currently, waste and duplication may exist in individual social service agency budgets trying to cope with the problem.

- Difficulties encountered by the local planning process as it tries to differentiate its delivery service from that of an urban-dominated strategy:

  - Fixed-route, regular schedule bus service may be totally inappropriate for solving special mobility problems;

  - Federal and state highway building standards may require more extravagant approaches to highway maintenance and capital building than are necessary;

  - Lack of support for long-term investment in coordination of mobility programs;

  - Liability trends which impose undue burden on local governments for providing road access, especially during inclement weather;

  - Lack of available funds to enable professionals at the New York State Department of Transportation to gather data on the condition of local roads.

- Decision making which takes place outside of rural areas which nevertheless controls the development of transportation in those rural areas.

- Poor road condition in economically important, but lightly traveled road systems.

- Inadequate bridges: conflict between aging capital stock and increased weight of vehicles and loads given new technologies in trucking and farming; incomplete understanding of which bridges are or should be weight-posted; selective, inconsistent attitude toward enforcement of load limits.

- Uneven quality of the professionals responsible for transportation infrastructure in rural areas; nonuniform standards; lack of uniformity of credentials.

- Diversion of funds from transportation to other social purposes in local budgets (here the problem was noted, but there was disagreement on its significance).

- Lack of public transportation (here the problem was noted, but there was disagreement on the extent to which the state had any responsibility to provide for personal mobility in rural areas).

- Poor intermodal connections which would benefit rural system users: bus terminals not adjacent to rail stations; congestion at piggyback ramps, inadequate investment in port facilities. Even though the corrective action must be taken in urban areas, the rural areas will benefit.

- Uncertainties surrounding deregulation: data to date show no major problems from motor carrier or airline deregulation, but concern for the future monitoring of it was expressed.

- Use of obsolete or non-cost effective technologies:

  - Base-recycling technology could reduce road maintenance costs;

  - Timely repair saves the "hidden tax" of higher motor carrier operating costs;

  - Shipper ignorance of the possible advantages of intermodal moves;

  - Duplication and wasteful approaches to social service transportation.

- Existing disparities between local jurisdictions, in proportion to the percentage of local budgets spent on transportation (e.g., rural areas may spend a larger percentage of their budgets on road maintenance).

- Lack of public education on the subject of transportation alternatives.

- Inappropriate funding mechanisms:
  - CHIPS formula based on centerline miles and population;
  - Categorical funding from federal and state sources which can lead to irrational choices;
  - Lack of incentives for cost-containment;
  - Overlooking public investment in ports where return on investment in the long-run may be good.
- Threat of rail abandonments which would result in adverse community impact. Possible loss of intercity bus service where needed.

GOALS FOR RURAL NEW YORK

- State D.O.T. should be responsible for periodic inventory of the entire road system to ascertain condition, and make comparative regional analysis.
- Training to sharpen skills of local officials so that they can make wise allocation of funds for road and bridge maintenance, understand options, and provide feedback to monitor the system.
- There was an intense debate which could not be resolved over whether there should be a minimum standard of mobility to ensure that rural residents have access to social services, shopping, etc. Many felt this would be prohibitively expensive; others felt that a commitment to a minimum standard was necessary to provide an **equitable** community access.
- Introduce strategic planning where longer funding cycles could permit long term planning and construction geared to life cycle replacement; there is a need to prioritize on the basis of greatest use and poorest condition of the infrastructure.
- Exploit economies of scale in the organization and deployment of public maintenance at the local level (some districts are too small).
- Create efficient intermodal interfaces.
- Upgrade ports to make maximum cost-effective use of port and water facilities.
- Help railroads to be profitable and rebuild where traffic and technology warrant.
- Complete enforcement of weight limits.

- Sharing of cost of "feeder" road network between different levels of government.

- Encourage more education and informational exchange for local citizenry and, additionally, the introduction of up-to-date transportation options into both junior high and high school curricula.

- Encourage greater commercial as well as recreational use of inland water systems (including definite upgrading of the New York State Barge Canal which is long overdue).

- Repair producer to consumer market roads where economically defensible.

PUBLIC POLICY QUESTIONS TO BE ADDRESSED

- Guaranteeing mobility to rural residents (open debate). At the hearing which concluded the Symposium, some State legislators were in agreement that transportation-disadvantaged people be provided access to vital services. Specifically, they felt any absence of personal mobility for senior citizens in rural areas should be addressed.

- Investment mix of public dollars into highways, rail, water, air, etc.

- Make highways and feeder roads the primary emphasis in rural transportation.

- Guarantee of access to all parcels of land versus a program to make road and bridge abandonment occur in very remote rural areas.

- Continue CHIPS formula or replace it with priority funding of maintenance on the economically justified roads (workshop group leans heavily toward latter, with DOT making study as preliminary step).

- Revise AASHTO standards on road building and maintenance where local conditions warrant.

- State purchase of lands to facilitate road and bridge abandonment in very remote areas (explore other states' approaches, e.g., Illinois).

- Priority assessment of bridges; declaration of impossibility of repairing them all.

- Issue of incompatibility of federal, state, and local regulations in provision of public transportation and social service transportation coordination:

    - Incompatibility of UMTA regulations for 16 (b) 2 Section 18 programs for areas such as Madison County, which are ready at the local level to coordinate transportation;

- Lack of long-term funding for coordination out of Section 18 monies;

- Need to reanalyze the adequacy of existing incentives for coordination, and create new ones where necessary;

- Reluctance of many rural counties to "fight the bureaucratic "battles" necessary to win Section 18 funding (planning requirements are too great).

- Need for state program to replace disappearing federal funds for transportation.

SUMMARY

The Commission believes that interventions in natural evolutionary processes can be used by decisionmakers to achieve community goals and diminish the likelihood of serious collisions with undesirable trends. Still more important than individual problems and opportunities, however, are those positive efforts that will be designed to meet new challenges. Only through a concerted undertaking by many diverse interests will the people of the State be the victors over changes that are being experienced by rural New York.

There are societal and local trends which are influencing such key policy areas in rural New York as agriculture, community life, health care, transportation, natural resources, education, and community facilities. The momentum behind the population shifts occurring across America and in New York State, for example, may well be the most powerful engine of economic, social, and political change in the state. Yet, even this trend could change and, therefore, should be viewed as a tentative assumption about the future environmental context for decisionmaking. Continued monitoring of current trends by lawmakers, government and business officials, academics, and private citizens will provide additional insights that will serve as a catalyst for continued discussion and action on key public policy questions.

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APPENDIX

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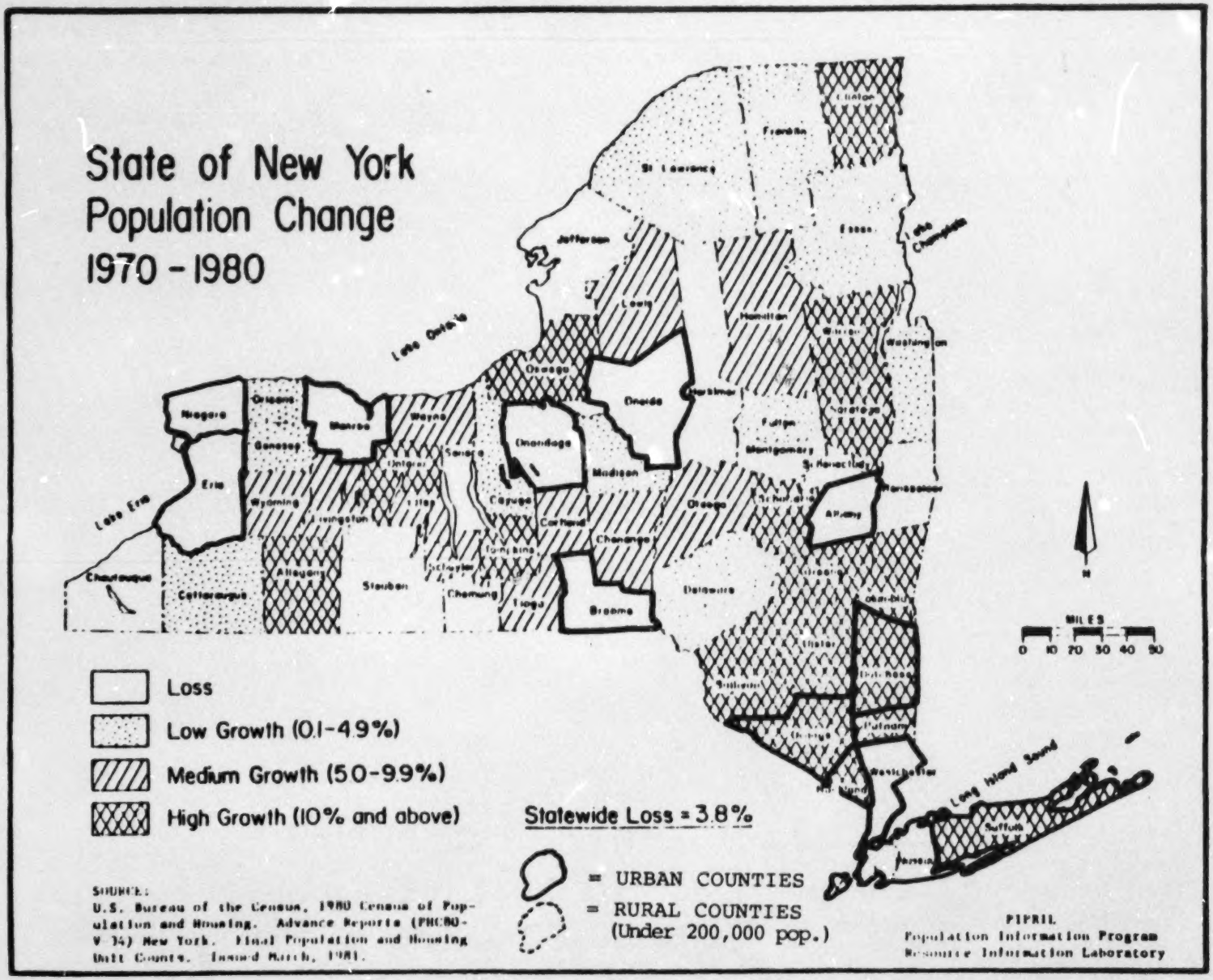
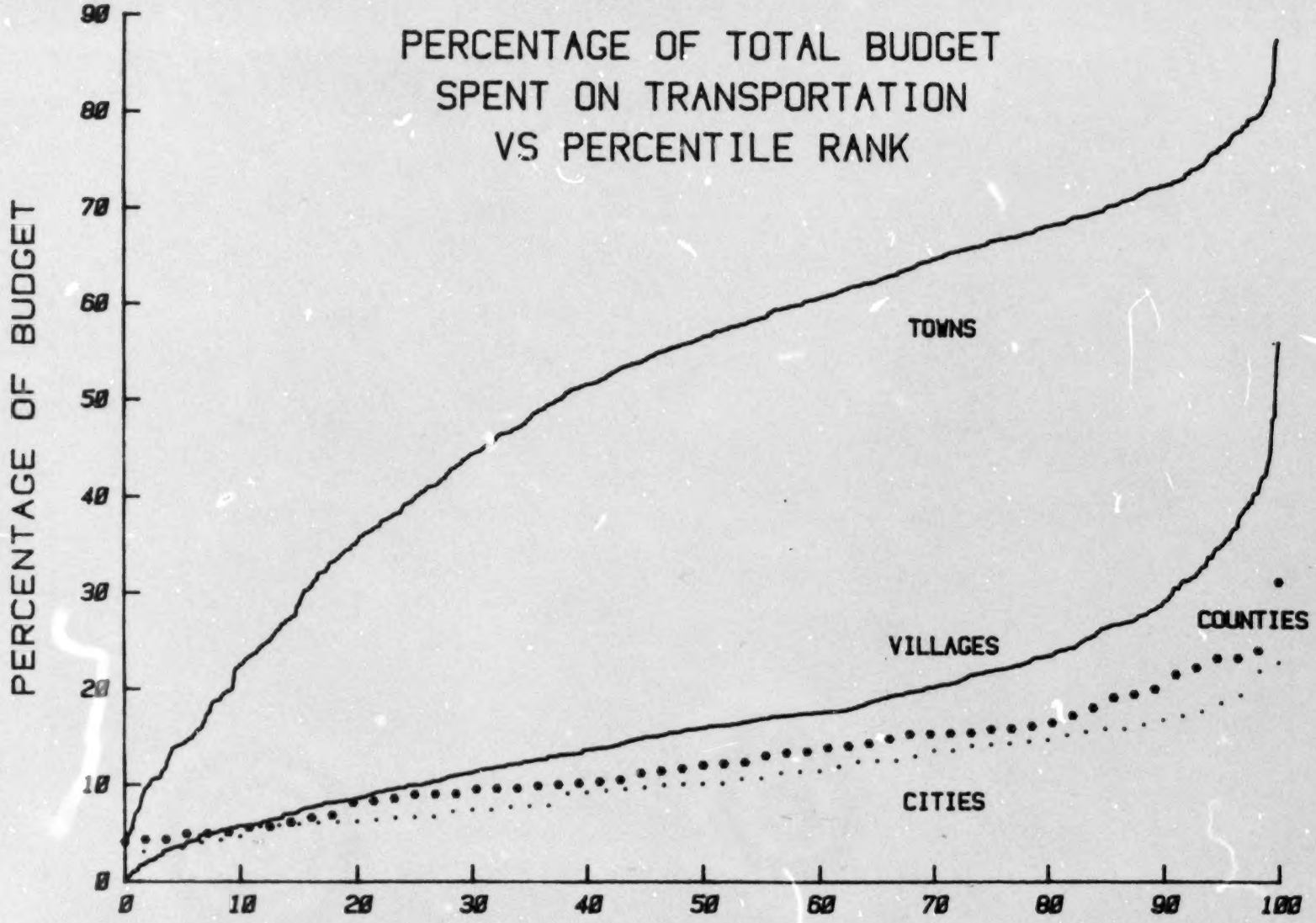
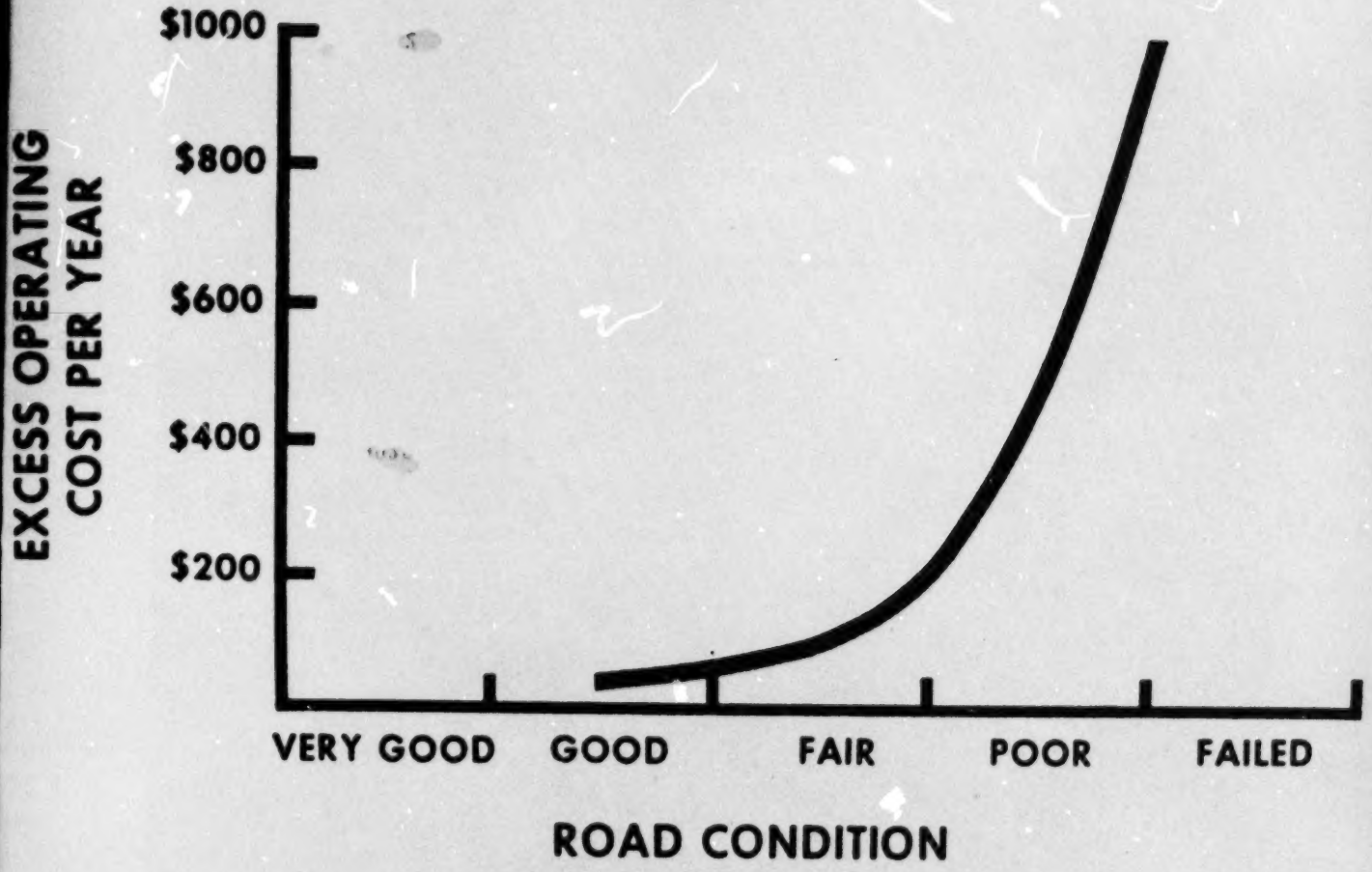




Source: Transportation in Rural New York: Some Considerable Opportunities, by Dr. Lynne Irwin, Associate Professor and Program Leader- Cornell University Local Roads Program, Ithaca New York.

THE HIDDEN TAX OF ROAD NEGLECT



Source: Transportation in Rural New York: Some Considerable Opportunities, by Dr. Lynne Irwin, Associate Professor and Program Leader- Cornell University Local Roads Program, Ithaca, New York.

NEW YORK STATE LEGISLATIVE
COMMISSION ON RURAL RESOURCES

REPORT ON MEANS OF TRANSPORTATION TO WORK
(NEW YORK STATE COUNTIES SORTED BY POPULATION)

COUNTY NAME	WORKERS AGE 16+	DRIVE ALONE	%	CAR POOL	%	PUBLIC TRANS	%	WALKED ONLY	%	OTHER MEAN	%	WORKED AT HOME	%
RURAL:													
HAMILTON	1599	917	57.35	327	20.45	12	.75	170	10.63	33	2.06	140	8.76
SCHUYLER	6822	4023	58.97	1837	26.93	16	.23	475	6.96	113	1.66	358	5.25
YATES	8517	5102	59.90	1819	21.36	68	.80	989	11.61	82	.96	457	5.37
LEWIS	9053	5152	56.91	1566	17.30	33	.36	1087	12.01	149	1.65	1066	11.78
SCHOHARIE	10395	5935	57.09	2586	24.88	124	1.19	1068	10.27	108	1.04	574	5.52
SENECA	14264	8947	62.72	3117	21.85	82	.57	1282	8.99	159	1.11	677	4.75
ESSEX	12544	7264	57.91	3215	25.63	41	.33	1347	10.74	145	1.16	532	4.24
ORLEANS	15641	9925	63.46	3826	24.46	62	.40	1194	7.63	127	.81	507	3.24
WYOMING	14995	8715	58.12	3856	25.72	21	.14	1325	8.84	166	1.11	912	6.08
GREENE	14737	9319	63.24	3208	21.77	333	2.26	1052	7.14	200	1.36	625	4.24
FRANKLIN	15454	8366	54.13	4015	25.98	125	.81	1965	12.72	181	1.17	802	5.19
DELAWARE	17792	9835	55.28	4128	23.20	101	.57	2400	13.49	187	1.05	1141	6.41
CORTLAND	19656	11455	58.28	4886	24.86	159	.81	2189	11.14	303	1.54	664	3.38
CHENANGO	20045	11293	56.34	5153	25.71	156	.78	2118	10.57	258	1.29	1067	5.32
TIOGA	20547	12832	62.45	5684	27.66	100	.49	1122	5.46	283	1.38	526	2.56
ALLEGANY	18521	10246	55.32	4215	22.76	61	.33	2971	16.04	256	1.38	772	4.17
MONTGOMERY	21827	12402	56.82	5792	26.54	583	2.67	2085	9.55	227	1.04	738	3.38
WASHINGTON	20360	12685	62.30	4722	23.19	92	.45	1451	7.13	337	1.66	1073	5.27
WARREN	20409	13672	66.99	3982	19.51	98	.48	1795	8.80	357	1.75	505	2.47
FULTON	21448	13404	62.50	5039	23.49	429	2.00	1836	8.56	208	.97	532	2.48
LIVINGSTON	23514	14005	59.56	5726	24.35	121	.51	2552	10.85	252	1.07	858	3.65
OTSEGO	22755	11927	52.41	5170	22.72	237	1.04	3642	16.01	292	1.28	1487	6.53
GENESEE	25192	16912	67.13	5468	21.71	149	.59	1674	6.64	321	1.27	668	2.65
COLUMBIA	24098	15097	62.65	5300	21.99	552	2.29	1918	7.96	246	1.02	985	4.09
MADISON	25192	15011	59.59	5895	23.40	218	.87	2733	10.85	277	1.10	1058	4.20
SULLIVAN	23957	14736	61.51	5103	21.30	577	2.41	2416	10.08	359	1.50	766	3.20
HERKIMER	25816	14945	57.89	6105	23.65	328	1.27	3088	11.96	255	.99	1095	4.24
PUTNAM	33432	21672	64.82	8036	24.04	1949	5.83	876	2.62	195	.58	704	2.11
CAYUGA	30683	18754	61.12	7316	23.84	671	2.19	2418	7.88	305	.99	1219	3.97

COUNTY NAME	WORKERS AGE 16+	DRIVE ALONE	%	CAR POOL	%	PUBLIC TRANS	%	WALKED ONLY	%	OTHER MEAN	%	WORKED AT HOME	%
CLINTON	30041	17459	58.12	7192	23.94	169	.56	3603	11.99	635	2.11	983	3.27
WAYNE	34519	22172	64.23	8812	25.53	261	.76	1798	5.21	404	1.17	1072	3.11
CATTARAUGUS	33208	20090	60.50	7522	22.65	231	.70	3678	11.08	326	.98	1361	4.10
TOMPKINS	39515	19453	49.23	8987	22.74	1066	2.70	8178	20.70	565	1.43	1266	3.20
JEFFERSON	31962	19301	60.39	6886	21.54	345	1.08	3281	10.27	419	1.31	1730	5.41
ONTARIO	38234	24333	63.64	9357	24.47	279	.73	2821	7.38	392	1.03	1052	2.75
CHEMUNG	37848	25736	68.00	7653	20.22	697	1.84	2623	6.93	395	1.04	744	1.97
STEUBEN	38212	23365	61.15	9121	23.87	197	.52	3641	9.53	517	1.35	1371	3.59
OSWEGO	40205	25156	62.57	9667	24.04	470	1.17	3533	8.79	449	1.12	930	2.31
SAINT LAWRENCE	37982	21970	57.84	7777	20.48	322	.85	5183	13.65	460	1.21	2270	5.98
CHAUTAUQUA	58673	38627	65.83	11492	19.59	871	1.48	5120	8.73	613	1.04	1950	3.32
SCHENECTADY	63000	41267	65.50	13281	21.08	2909	4.62	3899	6.19	862	1.37	782	1.24
RENSSELAER	62436	38189	61.17	14504	23.23	3769	6.04	4324	6.93	557	.89	1093	1.75
SARATOGA	63921	42445	66.40	15467	24.20	1249	1.95	2817	4.41	626	.98	1317	2.06
ULSTER	65158	41998	64.46	13635	20.93	1305	2.00	5090	7.81	1123	1.72	2007	3.08
URBAN:													
BROOME	92386	59537	64.44	20254	21.92	3470	3.76	6922	7.49	770	.83	1433	1.55
NIAGARA	91528	65006	71.02	16485	18.01	2235	2.44	5496	6.00	803	.88	1503	1.64
DUTCHESS	103605	69318	66.91	21402	20.66	3322	3.21	6500	6.27	1124	1.08	1939	1.87
ONEIDA	99455	67066	67.43	19783	19.89	2317	2.33	7109	7.15	931	.94	2249	2.26
ROCKLAND	116936	76960	65.81	24393	20.86	8286	7.09	4748	4.06	858	.73	1691	1.45
ORANGE	107581	66099	61.44	23413	21.76	4633	4.31	10597	9.85	847	.79	1992	1.85
ALBANY	129965	76910	59.18	25253	19.43	12884	9.91	11657	8.97	1221	.94	2040	1.57
RICHMOND	142372	59200	41.58	26217	18.41	42623	29.94	5456	3.83	7701	5.41	1172	.82
ONONDAGA	201053	129192	64.26	40608	20.20	13210	6.57	13713	6.82	1525	.76	2805	1.40
MONROE	316287	206997	65.45	62385	19.72	21484	6.79	18516	5.85	2614	.83	4291	1.36
WESTCHESTER	405284	221373	54.62	63818	15.75	80582	19.88	29156	7.19	2947	.73	7408	1.83
ERIE	408836	268168	65.59	76828	18.79	30590	7.48	24152	5.91	3121	.76	5977	1.46
BRONX	387930	81260	20.95	42337	10.91	227240	58.58	30882	7.96	2927	.75	3284	.85
SUFFOLK	526407	354681	67.38	105944	20.13	38070	7.23	14624	2.78	5710	1.08	7378	1.40
NASSAU	613112	370949	60.50	94761	15.46	104330	17.02	27133	4.43	6055	.99	9884	1.61
NEW YORK	677228	41721	6.16	31791	4.69	406635	60.04	156861	23.16	11571	1.71	28649	4.23
QUEENS	825205	239045	28.97	101640	12.32	417242	50.56	54960	6.66	4920	.60	7390	.90
KINGS	792254	146548	18.50	76288	9.63	483236	61.00	72149	9.11	6036	.76	7997	1.01
STATE SUM	7251603	3346139		1152045		1924027		611458		76416		141518	
% OF STATE			46.14		15.89		26.53		8.43		1.05		1.95
MAXIMUM %			71.02		27.66		61.00		23.16		5.41		11.78
MINIMUM %			6.16		4.69		.14		2.62		.58		.82

SOURCE: CENSUS OF POPULATION AND HOUSING 1980; SUMMARY TAPE FILE 3A (NEW YORK)/THE BUREAU OF THE CENSUS, WASHINGTON, D.C.

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NEW YORK STATE LEGISLATIVE
COMMISSION ON RURAL RESOURCES

REPORT ON TRAVEL-TO-WORK TIME
(NEW YORK STATE COUNTIES SORTED BY POPULATION)

COUNTY NAME	WORKERS AGE 16+	LESS THAN 14 MINUTES	%	15 TO 44 MINUTES	%	45 + MINUTES	%
RURAL:							
HAMILTON	1457	773	53.05	465	31.91	219	15.03
SCHUYLER	6533	2375	36.35	3493	53.47	665	10.18
YATES	8066	3744	46.42	3382	41.93	940	11.65
LEWIS	7991	4112	51.46	3303	41.33	576	7.21
SCHOHARIE	9809	3992	40.70	3796	38.70	2021	20.60
SENECA	13415	6345	47.30	6203	46.24	867	6.46
ESSEX	12010	6489	54.03	4398	36.62	1123	9.35
ORLEANS	15020	6606	43.98	5790	38.55	2624	17.47
WYOMING	14225	6351	44.65	6044	42.49	1830	12.86
GREENE	14010	5467	39.02	6374	45.50	2169	15.48
FRANKLIN	14650	7903	53.95	5535	37.78	1212	8.27
DELAWARE	16543	8888	53.73	6320	38.20	1335	8.07
CORTLAND	18909	10233	54.12	7420	39.24	1256	6.64
CHENANGO	18760	9084	48.42	8319	44.34	1357	7.23
TIOGA	20127	6692	33.25	11719	58.23	1716	8.53
ALLEGANY	17805	9189	51.61	7185	40.35	1431	8.04
MONTGOMERY	20857	10129	48.56	8796	42.17	1932	9.26
WASHINGTON	19276	8511	44.15	9017	46.78	1748	9.07
WARREN	19897	10761	54.08	7794	39.17	1342	6.74
FULTON	20903	10013	47.90	8788	42.04	2102	10.06
LIVINGSTON	22458	9427	41.98	9455	42.10	3576	15.92
OTSEGO	21372	10803	50.55	8981	42.02	1588	7.43
GENESEE	23915	11418	47.74	10098	42.22	2399	10.03
COLUMBIA	23091	9054	39.21	10973	47.52	3064	13.27
MADISON	24003	9982	41.59	11498	47.90	2523	10.51
SULLIVAN	22823	8930	39.13	11224	49.18	2669	11.69
HERKIMER	24414	10659	43.66	12110	49.60	1645	6.74
PUTNAM	33377	6876	20.60	15563	46.63	10938	32.77
CAYUGA	29472	13161	44.66	13247	44.95	3064	10.40
CLINTON	29086	15071	51.82	12717	43.72	1298	4.46
WAYNE	33156	12761	38.49	15894	47.94	4501	13.58
CATTARAUGUS	32023	16086	50.23	13749	42.93	2188	6.83
TOMPKINS	38503	17063	44.32	20260	52.62	1180	3.06
JEFFERSON	30200	14719	48.74	14125	46.77	1356	4.49
ONTARIO	36988	15888	42.95	16802	45.43	4298	11.62
CHEMUNG	37076	17090	46.09	18316	49.40	1670	4.50
STEUBEN	36977	17660	47.76	16927	45.78	2390	6.46
OSWEGO	39366	16315	41.44	18658	47.40	4393	11.16
SAINT LAWRENCE	35798	18957	52.96	14766	41.25	2075	5.80
CHAUTAUQUA	56552	29993	53.04	23892	42.25	2667	4.72
SCHENECTADY	62250	24071	38.67	34628	55.63	3551	5.70
RENSSELAER	61224	18906	30.88	37777	61.70	4541	7.42
SARATOGA	62552	18877	30.18	36493	58.34	7182	11.48
ULSTER	63165	24522	38.82	32193	50.97	6450	10.21

COUNTY NAME	WORKERS AGE 16+	LESS THAN 14 MINUTES	%	15 TO 44 MINUTES	%	45 + MINUTES	%
URBAN:							
BROOME	91266	37606	41.20	50382	55.20	3278	3.59
NIAGARA	90371	39385	43.58	47278	52.32	3708	4.10
DUTCHESS	97969	34991	35.72	50605	51.65	12373	12.63
ONEIDA	96472	43296	44.88	48784	50.57	4392	4.55
ROCKLAND	114683	33389	29.11	51915	45.27	29379	25.62
ORANGE	103704	41954	40.46	43949	42.38	17801	17.17
ALBANY	127899	45580	35.64	76527	59.83	5792	4.53
RICHMOND	139985	21280	15.20	53034	37.89	65671	46.91
ONONDAGA	198000	67903	34.29	121319	61.27	8778	4.43
MONROE	312389	99723	31.92	199705	63.93	12961	4.15
WESTCHESTER	398617	111506	27.97	193322	48.50	93789	23.53
ERIE	402184	122805	30.53	255299	63.48	24080	5.99
BRONX	384659	40961	10.65	151767	39.45	191931	49.90
SUFFOLK	516240	138293	26.79	249227	48.28	128720	24.93
NASSAU	605699	145945	24.10	277066	45.74	182688	30.16
NEW YORK	651274	103364	15.87	404638	62.13	143272	22.00
QUEENS	819023	91356	11.15	351861	42.96	375806	45.88
KINGS	785211	84906	10.81	316052	40.25	384253	48.94
STATE SUM	7105749	1810189		3497217		1798343	
% OF STATE			25.47		49.22		25.31
MAXIMUM %			54.12		63.93		49.90
MINIMUM %			10.65		31.91		3.06

SOURCE: CENSUS OF POPULATION AND HOUSING 1980: SUMMARY TAPE FILE 3A (NEW YORK)/THE BUREAU OF THE CENSUS, WASHINGTON, D.C.

ANALYSIS PREPARED FOR THE COMMISSION ON RURAL RESOURCES BY THE LEGISLATIVE TASK FORCE

NEW YORK STATE LEGISLATIVE
COMMISSION ON RURAL RESOURCES

REPORT ON VEHICLES AVAILABLE
IN OCCUPIED HOUSING UNITS
(NEW YORK STATE COUNTIES SORTED BY POPULATION)

COUNTY NAME	NUMBER OF OCCUPIED HOUSING UNITS	OCCUPIED HOUSING UNITS W/O VEHICLE	%	OCCUPIED HOUSING UNITS W/1 VEHICLE	%	OCCUPIED HOUSING UNITS W/2 + VEHICLES	%
RURAL:							
HAMILTON	1923	104	5.41	737	38.33	1082	56.27
SCHUYLER	6038	419	6.94	2435	40.33	3184	52.73
YATES	7713	755	9.79	3141	40.72	3817	49.49
LEWIS	8051	583	7.24	2962	36.79	4506	55.97
SCHOHARIE	9677	939	9.70	3770	38.96	4968	51.34
SENECA	11408	815	7.14	4589	40.23	6004	52.63
ESSEX	12879	1390	10.79	5485	42.59	6004	46.62
ORLEANS	12976	1070	8.25	4818	37.13	7088	54.62
WYOMING	12771	1041	8.15	4961	38.85	6769	53.00
GREENE	14919	1622	10.87	6270	42.03	7027	47.10
FRANKLIN	15127	2256	14.91	6641	43.90	6230	41.18
DELAWARE	16483	1691	10.26	6818	41.36	7974	48.38
CORTLAND	16324	2051	12.56	6868	42.07	7405	45.36
CHENANGO	16858	1537	9.12	7070	41.94	8251	48.94
TIOGA	16520	1313	7.95	5859	35.47	9348	56.59
ALLEGANY	16505	1816	11.00	6750	40.90	7939	48.10
MONTGOMERY	19845	2734	13.78	8794	44.31	8317	41.91
WASHINGTON	17887	1904	10.64	7267	40.63	8716	48.73
WARREN	19420	2284	11.76	8397	43.24	8739	45.00
FULTON	20259	2671	13.18	8902	43.94	8686	42.87
LIVINGSTON	18252	1351	7.40	7093	38.86	9808	53.74
OTSEGO	20228	2267	11.21	8623	42.63	9338	46.16
GENESEE	20111	1600	7.96	7894	39.25	10617	52.79
COLUMBIA	21325	2241	10.51	8464	39.69	10620	49.80
MADISON	20805	1933	9.29	8064	38.76	10808	51.95
SULLIVAN	23021	3060	13.29	9960	43.26	10001	43.44
HERKIMER	23682	3148	13.29	10264	43.34	10270	43.37
PUTNAM	24368	1084	4.45	7204	29.56	16080	65.99
CAYUGA	26896	3167	11.77	11184	41.58	12545	46.64
CLINTON	24896	2482	9.97	10330	41.49	12084	48.54
WAYNE	28443	2113	7.43	10781	37.90	15549	54.67
CATTARAUGUS	29280	3590	12.26	12676	43.29	13014	44.45
TOMPKINS	29548	3429	11.60	13567	45.92	12552	42.48
JEFFERSON	30792	3994	12.97	13512	43.88	13286	43.15
ONTARIO	30307	2486	8.20	11416	37.67	16405	54.13
CHEMUNG	34521	4658	13.49	15064	43.64	14799	42.87
STEUBEN	35150	3766	10.71	15007	42.69	16377	46.59
OSWEGO	37238	3759	10.09	15874	42.63	17605	47.28
SAINT LAWRENCE	35801	4005	11.19	14921	41.68	16875	47.14
CHAUTAUQUA	52817	6950	13.16	22749	43.07	23118	43.77
SCHENECTADY	56168	7939	14.13	24545	43.70	23684	42.17
RENSSELAER	52735	8337	15.81	22101	41.91	22297	42.28

COUNTY NAME	NUMBER OF OCCUPIED HOUSING UNITS	OCCUPIED HOUSING UNITS W/O VEHICLE	%	OCCUPIED HOUSING UNITS W/1 VEHICLE	%	OCCUPIED HOUSING UNITS W/2 + VEHICLES	%
SARATOGA	51935	4093	7.88	20271	39.03	27571	53.09
ULSTER	55862	6348	11.36	22476	40.23	27038	48.40
URBAN:							
BROOME	76809	9738	12.68	33177	43.19	33894	44.13
NIAGARA	80258	10210	12.72	32912	41.01	37136	46.27
DUTCHESS	80642	8081	10.02	29355	36.40	43206	53.58
ONEIDA	88000	12338	14.02	37300	42.39	38362	43.59
ROCKLAND	77905	6590	8.46	23512	30.18	47803	61.36
ORANGE	84251	10195	12.10	31751	37.69	42305	50.21
ALBANY	106589	19186	18.00	46888	43.99	40515	38.01
RICHMOND	114574	22666	19.78	51951	45.34	39957	34.87
ONONDAGA	165677	23842	14.39	70242	42.40	71593	43.21
MONROE	252217	34065	13.51	102049	40.46	116103	46.03
WESTCHESTER	307450	51719	16.82	122341	39.79	133390	43.39
ERIE	365217	64497	17.66	154209	42.22	146511	40.12
BRONX	429257	271760	63.31	128513	29.94	28984	6.75
SUFFOLK	385719	24537	6.36	124872	32.37	236310	61.26
NASSAU	423401	34257	8.09	146296	34.55	242848	57.36
NEW YORK	704502	565823	80.32	128942	18.30	9737	1.38
QUEENS	711940	278073	39.06	319765	44.91	114102	16.03
KINGS	828257	498666	60.21	273358	33.00	56233	6.79
STATE SUM	6340429	2063038		2294007		1983384	
% OF STATE			32.54		36.18		31.28

SOURCE: CENSUS OF POPULATION AND HOUSING, 1980: SUMMARY TAPE FILE 3A (NEW YORK)/THE BUREAU OF THE CENSUS, WASHINGTON, D.C.

ANALYSIS PREPARED FOR THE COMMISSION ON RURAL RESOURCES BY THE LEGISLATIVE TASK FORCE